Kwang Yu Wet, Head Center of the Reform Party. Addresses a Scoret Meeting of Chinese Merchants-Program Is to Spread Boycott to Every Chinese Port.

About one hundred of the leading Chinese merchants in this city held a secret meet-ing on Friday night at the Port Arthur restaurant, 7 Mott street, to map.ou: plans o carry on the boycott on American goods in China. The meeting was held under the auspices of the Chinese Reform Association, and Kwang Yu Wei, the reformer. who came here a year ago from Shanghai, was the principal speaker.

He told the Chinamen that funds were

greatly needed to carry on the boycott. and after some argument it was decided to ask every Chinaman in this country to contribute \$5. A considerable sum was raised at the meeting. The money will be forwarded to China. George Dewey Fong, who is the owner of several restaurants in this city, said that China was waking up and that the efforts of such reformers as Kwang Yu Wei were having weight with he Dowager Empress. He said.

"This movement has been started in arnest and we shall not stop until the Inited States treats us as she treats other nations. The movement to inculcate Vestern ideas in China has begun, and hinamen everywhere are waking up to he fact that our country must go for-

"We don't expect any better treatment by the United States Government than hat which is accorded to other countries. out since China is a large buyer of Ameriran goods we feel that we have a right to emand better treatment than we have peen getting. Some people may think that this movement is only among a few fluential merchants, but you will see that s results will be greater than you ex-

Fong spent a few days in Washington ast week, where he held a consultation with some of his fellow countrymen who re pushing the boycott, and he said that he plans they had mapped out would be put into operation in every port in China st as fast as they could raise the funds. fong was at the head of a syndicate that had partly contracted with an American firm to build a large electric plant at Shanghai, but the contract has been held up. He said the Chinese here and at home are roused, and that they will never stop until the United States gives them most savored nation treatment.

#### REACTION IN CHINA. The Instigators of the Boycott on American Goods Now Deplore It.

WASHINGTON, Aug. 5 .- The Chinese boyott, instituted on May 15 and just becomng effective, has brought on a reaction n China, and the instigators of the movement are now deploring it. A despatch to the State Department from Consul-General Rogers at Shanghai received to-day says that the Chamber of Commerce of Shanghai

Seldom has the Government here found itself more helpless to cope with a serious use. That the anti-American movement ssue. That the anti-American movement in China will probably be very serious if it spreads at the rate it has for the last few it spreads at the rate it has for the last few weeks there is no doubt. At the Chinese capital Minister Rockhill, acting under instructions from Washington, got the Government to issue orders prohibiting the boycott. The order has apparently been made of the adoption of the principles of the boycott in various parts of China, but it has spread to Chinese settlements in foreign countries. The disregard shown for the imperial order that the anti-American agitation be ended places the issue entirely outside the province and possibilities of diplomacy.

Negotiations with the Chinese Government can have no effect on the action of the country.

commercial organizations of the country, which in themselves really control the Gov-ernment. Government officers are not so ernment. Government officers are not so much concerned over the boycott as over the effect it will have on the Chinese mind with regard to Americans in the Celestial Empire. The further the movement goes the more bitter will the feeling toward Americans be. Unless the change of attitude on the part of Shanghai commercial gilds has a good effect something must be done by this Government soon.

It is not unlikely that this Government will, through its diplomatic and consular agents in China, make a thorough investigation of the causes of the boycott. There is a suspicion that it is not entirely a Chinese movement, but that foreigners interested in gaining the Chinese market are leading the Chinese on.

# Little Exchange Needs More Room.

The president of the Consolidated Exchange has been authorized to appoint a committee to consider disposing of the present exchange and acquiring other quarters, which will afford more floor space and at the same time cost less. One of the and at the same time cost less. One of the plans under consideration is an arrangement by which the Produce Exchange floor might be obtained for the use of the Consolidated. The floor space of the Consolidated Exchange is inadequate, and although the members own the building, they have a heavy ground rent to pay. The floor of the Produce Exchange is far larger than its members require.

#### State Lighting Commission to Organize Tuesday.

ALBANY, Aug. 5 .- The State Lighting Commission will organize here on Tuesday. Commission will organize here on Tuesday. There are half a dozen candidates for the secretaryship of the commission, which has a fat salary attached. One of the candidates is a New York city newspaper man. None of the candidates has approached the three Lighting Commissioners personally, but is reaching them through influential political friends. The commissioners feel that candidates should at least submit their photographs to them, so that they may see what kind of a looking man each applicant is.

### Receiver for the Mansfield Remains.

Judge Adams of the United States District Court has appointed Edward G. Benedict receiver of the assets of J. H. Mansfield & Co. (corporation) of 44 Broadway. in the bankruptcy proceedings begun on Thursday. It was stated that the assets consist of cash, accounts, notes, drafts and securities, value estimated at less than \$10,000. It is also stated that the corporation on Aug. 1 concealed and removed from the State cash to the amount of \$100,000, and that the officers have left the jurisdiction of the court. f the court.

## Gas Dividend 2 Per Cent.

The Consolidated Gas Company has declared a quarterly dividend of 2 per cent., payable on Sept. 15. The dividend on Consolidated had been 8 per cent. since 1901 up to last December, when 10 per cent. was declared. The dividend was paid at this rate for two quarters, but the May disbursement was reduced to 2 per cent. At the time it was said that expenses incident to the gas investigation made it necessary to put the dividend back on the old basis. GOSSIP OF WALL STREET.

An authority on railway finance points out that in the last six years—a period of rising values and prices—the gross earnings of the rallways of this country have increased 40 per cent. and the net earnings have also increased 40 per cent. But during this periodof prosperity the railway mileage has increased only 11 per cent., the bonded debt per mile has increased only 3 per cent., while the in-crease in capital stock per mile has been only 10 per cent. This authority says that on this showing the prices of railway stocks are no higher now than they were in 1899, and that they are by no means dear at these prices. He looks for increased railway earnings during the next twelve months.

The marking up of minor stocks, which has been the chief feature of the narrow market of the last few days, tells a story to those who are interested in the movements of the standard stocks. Some critics say that this advancing of the quotations of stocks that nobody speculates in is a matter of no consequence, but a coareful survey of the course of prices during the last few years shows that the marking up of miner stocks and high priced stocks during a period of sluggish speculation usually is followed later on by a broadening of speculative activity, with general buying of standard stocks. Stocks cannot be marked up as easily as they have been the last few days when there are holders who are looking for a market for their stocks. Some of the minor railway shares have advanced 5 to 10 points recently on moderate transactions, and they have held their advances. These are stocks in which the professional traders do not speculate, because there is not the broad market they need for their operations. What selling there is must come from actual holders of the stocks. The marking up of high priced issues has been going on for some weeks. Lackawanna is a notable example. An ad-

vance of 40 points in a few days attracts very little stock. Northern Pacific has advanced 30 points, with slight indications that the owners of this stock have any desire to sell it at this level of prices. The advance in Northern Pacific is the more remarkable when it is considered that there was recently a very active public speculation in Northern Securities, and much of this stock was dis-tributed through commission houses. The holders of Northern Securities have been receiving Great Northern and Northern Pacific in exchange for their Northern Se curities, but they seem to be making little effort to find a market for their new stock.

A powerful interest appears to be in the market ready to take all the Great Northern and Northern Pacific offered. Stocks in which there is no broad speculative interest can be marked up because the holders of these securities see no reason for selling stocks. They are afraid they cannot get them back. More than this, the activity shown by large owners of stocks in advancing their quotations is very good evidence that they anticipate more active markets and higher prices later in the year.

Wall Street expects to get most of its Ports-mouth news by way of Saratoga.

It is a noteworthy fact that in an almost featureless market and on a very moderate volume of trading Steel preferred advanced yesterday to a new record price, 105. It sells on Monday ex dividend. Other stocks have made new high records during the past few days, but it is safe to say that none of these advances has so impressed public sentiment as the gradual advance in Steel preferred. It is something to say for this stock, which is one of the most widely held of American securities, that there is a market for it at a that the Chamber of Commerce of Shanghai deeply deplores the boycott and at a meeting just held expresses the opinion that the agitation was the work of students.

Whether or not the boycott will fall as a result of the adverse feeling inthe Shanghai chamber of Commerce is a question. It is believed here that that body began the boycott and since then has realized just what its means both to China and to this country. The losses to Chinese when the boycott is under full sway will be very great, and the Chinese at Shanghai are probably just awakening to this fact. any public participation. It is known that powerful interests, which have been deeply interested in the success of the Steel Corporaferred stock will sell above 120 on its invest-ment merit. They regard the common stock as one of the most attractive speculations in

> The short interest in the cotton market is estimated at 300,000 bales. Some of the bulls who turned on the market at its high prices some days ago have again taken the bull side, on the theory that the market has been oversold.

A renewal of the buying of the Steel 5s, supposedly for Europe, carried their price to 96%. These bonds seld at 98% in April. when the preferred stock sold at 104%. Two years ago they sold at 65, and a year ago they

"The bull campaigns in some of these stocks are very puzzling," says one commentator. "When Smelters was selling around 80-it had advanced a little while before from below 70-I was told by those who were in charge of the campaign that when the time was ripe they were going to move the stock up to par. They told me it was worth par. Soon afterward I left the country, and I was away from civilization for several months. When I got back to the land of telegraphs I found Smelters quoted 122. I thought it must be a mistake, but it wasn't. Now they tell me Smelters is worth 150. This 'Soo' is another stock that I had inside information on. It was in October that I happened to be in the 'Soo' country. The people who knew about the property me the common stock was worth par and the preferred 150. It was not long before they made the 'Soo' stocks sell at these prices. But now my 'Soo' friends are bullish on the The manner in which these optimists raise their estimates of the values of preperties s something remarkable."

With a bull market in full swing, Southern Pacific is looked upon as one of the stocks which would be likely to take a leading position. Speculation in the stock now is nominal. Courageous operators have at-tempted to stimulate speculation in it, with no success. The stock is selling no higher now than it did ten months ago, and during this long period, which covers two very heavy breaks in the market, as well as many weeks breaks in the market, as well as many weeks of rising prices and active speculation, the extreme range of price of Southern Pacific has been only 16 points. It is selling now about midway between its high and low prices in this ten months period. It is very unlikely that any action will be taken on a dividend on this stock this year, but interest in the initial dividend is likely to become acute after the turn of the year. Southern Pacific is selling now only a trifle above its cost to Union Pacific. Some people say they prefer to buy Union Pacific on any news affecting Southern Pacific, because any appreciation in the market value of Southern Pacific will be at once reflected in Union Pacific, in which there is a much broader

market. It is of interest to record that Amalgamated Copper was a 2 per cent, stock selling around 50 when the Boston assault on it began last It is now a 5 per cent. stock selling

around 84. At this time last year the market was very duil, with activity only in minor stocks. But after the appearance of the Government rop report on the 10th, with its promise of a 2,500,000,000 bushel corn crop, the bull crowd bought stocks aggressively and the market advanced steadily until the big rise in wheat later in the month. There was a temporary setback to the advance, but it was renewed more aggressively a few days later and stocks continued to advance with only slight reac-tions. During the dulness of early August the market presented much the same aspect as now. Day to day fluctuations in prices were confusing to those who were trying to read the future of the market on the tape. Most of the trading was professional, and the public interest was nominal. Stocks were in the hands of banking people, who believed that the public would come into the market in the fall. It is true that the level of railway stocks was then about 30 per cent. lower than now, and that there was no fear of tight money. The bank receives were very large. But railway earnings were not very enocuraging, the steel trade had not begun to get active and there was little in the general trade outlook to stimulate speculation. The accumulation of stocks had been by far-sighted men who asy that the tide was turn-sighted men who asy that the tide was turnsighted men who saw that the tide was turnng and that the fiscal year would be one of improvement. Those whose vision was limited to the ficker tape could see nothing to buy stocks on.

FORM NEW MORTGAGE COMPANY. Brecklynites File Articles of Incorporation -Capital Stock \$500,000.

Articles of incorporation of a new, mortgage company, to be known as the Kings County Mortgage Company, have been filed in the County Clerk's office in Brooklyn. Most of the capital stock of \$500,000 has been already subscribed and the company been already subscribed and the company will begin business in a few weeks. It is to deal in second mortgages and for some time its business will be confined to Brooklyn property. Among the prominent men connected with the company are former President of the Borough J. Edward Swanstrom, James N. Brown, Clinton R. James, William E. Harmon, Frederick E. Gunnison, Hermanus B. Hubbard and Michael Furst. Mr. Hubbard is president of the board of directors.

FIFTEEN ILL ON A SHIP. Hardly Enough of a Crew to Bring the

Barnton to Port. Lewes, Del., Aug. 5.—The tramp steamer Barnton, from Colon via Port de Paix, arrived at the Delaware Breakwater this morning, flying the yellow flag at her masthead, with Capt. McGregor and fourteen of his crew stricken with a serious type of virulent tropical malaria. The ship sailed on July 29 and was seven days on the passage. They were days of intense agony and terrible suffering. Barely enough of the crew escaped to navigate the ship, and they were exhausted from

the ship, and they were exhausted from long hours and overwork.

The forecastle was crowded with fever stricken men meaning and groaning, endeavoring to care for themselves as best they could. The ship was immediately boarded by the examining physicians on arrival, and after an investigation the disease was pronounced malaria and the vessel was pronounced malaria and the vessel was ordered to proceed to the Reedy Island quarantine station for a thorough disinfection. The crew and sick men remained on board and will be cared for at Reedy Island. The ship has a cargo of logwood for the dye works at Chester.

IN THE KENNEL WORLD. A Young Woman to Judge Buildegs -Beagle Field Trials.

runs, and many successful attempts drew for the spectators. At 50 E. W.

Man was bowled off his pads by Worm for a was been competed on the spectators. At 50 E. W.

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sity of Pennsylvania runner, won the 300-yard handicap here to-day in 31 4-5 seconds. Stronach, the amateur champion, beat Amsler of Pennsylvania in the high hurdles. Stronach's time was 15 4-5 seconds.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY. Sun rises. .... 4:57 Sun sets. ... 7:07 Moon sets .. 10:37 HIGH WATER THIS DAY. Sandy Hook .11:24 Gov. I'd ... . 11:56 Hell Gate a. . 1:49

	The second secon
	Arrived-Saturday, Aug. 5.
	Sa Lucania, Liverpool, July 29.
	Ss New York, Southampton, July 29.
	Sa Bulgaria, Hamburg, July 22.
	Se Geestemunde, Stockholm, July 15.
	Se Dominic, Para, July 22.
	Ss Yucatan, Vera Cruz, July 28, Ss Manoa, Sagua, July 26.
	Sa Seneca, Progreso, July 21.
	Se Gwent, Sama, July 80.
	Se City of Macon, Savannah, Aug. 2.
	Ss Julia Luckenbach, Brunswick, Ga., Aug.
	Ss Hamilton, Norfolk, Aug. 4.
	Sa Ligonier, Port Arthur, Tex., July 27.
	Ss Myrtledene, Baltimore, Aug. 3.
	Sis El Paso, New Orleans, July 80. Sis Emilia, Philadelphia, Aug. 4.
	Sa Algonquin, Jacksonville, Aug. 2.
A	Ss Northman, Port Arthur, Tex. July 26.
	Bark Edmund Phinney, Savannah, July27.
	THE RESERVE OF THE PARTY OF THE
	APPIUMD AND

Ss Campania, from New York at Liverpool. Ss Carpathia, from New York at Liverpool. Sa Victorian, from New York at Liverpool.

SATURD FROM FORKION PORTS SAILED FROM PORRON PORTS.

SE ETRITIA, from Liverpool for New York.

SE St. Louis, from Southampton for New York.

SE Carlie, from Jueenstown for New York.

SE Carlie, from Queenstown for New York.

SE Karonland, from Rotterdam for New York.

SE Kroonland, from London for New York.

SE Minnetonka, from London for New York.

SE Prinzese Irene, from Gibraltar for New York.

SE Furnessla, from Giasgow for New York.

SE Jurnessla, from Giasgow for New York.

SE Batavia, from Hamburg for New York. OUTGOING STEAMSHIPS.

Sall To	-morrow.	
The second secon	Malls Close.	Vestels Sal.
Hamilton, Norfolk		3 00 P M
	ay. Aug. 8.	3001
		- V.
Kaiser Wm. der Grosse,		
Caronia, Liverpool		10 00 A M
Cévic, Liverpool		
Havana, Colon		1 00 P M
Georgia, Naples		
Myrtledene, Jamaica	9 30 A M	12 00 M
Hostillus, Argentina		8 00 P M
Algonquin, Charleston	· · · · · · · · · · · · · · · · · · ·	8 00 P M
Monroe, Norfolk		8 00 P M
Sall Wednes	day. Aug. 9.	
Oceanic, Liverpool	9'30 A M	1 00 P M
Potedam, Rotterdam	7 80 A M	10 00 A M
Maracas, Grenada	10 00 A M	12 00 M
Syracusa, Pernambuco	4 00 A M	7 00 A M
Alene, Haytt	9 00 A M	12 00 M
Manzanillo, Santiago	12 00 M	8 00 P M
Miagara, Havana	12 00 M	3 00 P M
Nucces, Galveston		3 00 P M
Comus, New Orleans	********	12 00 M
Jamestown, Norfolk	*******	8 00 P M
INCOMING B		
Due T		
Orizaba	Progreso	July 27
Columbia.	Ginsgow	July 20
La Gascogne	HAVTE	July 20
Banuago	Dassall	Aug. 2
Ponce		July 30
Due To-		A STATE OF THE PARTY OF THE PAR
Minnehaha	London	July 29
United States	Christiansand .	July 28
NoordamVaderland	Rotterdam	July 20
Para Ostra	Antwerp	July 29
Print Oskar	I vernool	
Maracalbo	LA CHAVES	July 28
El Mar	Galveston	Aug. 1
Etona	HAVANA	Aug. 2
Parima	St. Thomas	Aue

Due Tuesday, Aug. 8

Kaiser Wilhelm II...

Effective Bowling of McDonell Routs Home Piayers in Second Innings—Wyld Bais Freely for Visitors—Record Crowd to See Match on Staten Island.

The team of cricketers representing the Marylebons C. C. retrieved their defeat in Philadelphia last week by scoring a victory over the Metropolitan League yesterday at Staten Island by 50 runs. The victory was not easily obtained, for New York fought before the same ended the result was still an

open question.
The game was attended by the largest crowd that ever witpessed a cricket match in the vicinity of New York. Lord Harris was again an interested spectator and there were present many distinguished guests. That the crowd fully understood the game was made manifest by the appreciative applause which rewarded any brilliant piece of play, while local favorites were cheered as they went to the wickets. New York lost the same through poor

batting. Marylebone won it through the effective bowling of H. C. McDonell. The Cambridge bowler had an analysis of six wickets for 33 runs in the second innings, and a record of 10 wickets for 51 runs for the match, but New York's batsmen should never have allowed this and it is doubted if the same bowler could repeat the performance.

J. L. Poyer played in remarkably patient style for New York. He occupied the wickets for one hour and twenty-five minutes while he was compiling 23 runs. But he found no one to stay with bim, for McDonell had all the other batsmen tied up. M. R. Cobb played steadily for 11 and C. P. Hurditch added 12 after being missed in the slips. But these were the only men to score double figures. The bowling, on the contrary, was good.

A G. Laurie did the best work with 4 wickets

for 31 runs. C. A. Worm also bowled well, but he was kept on too long and his four wickets cost 62 runs, most of which were made near the end of the innings. The game was continued yesterday morning.

At 11:56, when E. W. Mann ac companied R. T. Dodsell to the wickets to resume Marylebone's second innings. C. A. Worm and M. R. Cobb had charge of the attack, but while both bowlers seemed to be well on the wicket, the runs came slowly but surgly, and fifteen minutes after play began 20 went up. With the score at 29, Godsell was beaten by a good length ball from Worm and retired with 12 to his credit. H. J. Wyld, the next batsman, in conjunc-

tion with his captain, showed how to steal runs, and many successful attempts drew forth the appliance of the spectators. At 50 E. W. Mann was bowled off his pads by Worm for a

to start the run seiting against the bowling of E. W. Mann and H. C. McDonell. Steinthal hit Mann twice to the boundary, but he could do little with McDonell, and wes caught in the slips off the slow bowler without further addition to his wore. J. L. Poyer then joined Curran and back cut the English captain iwice in succession. G. Napier then took up the bowling. From his fifth ball Curran made a fine leg hit to the clubhouse roof, which brought up 20. Two runs later he was run out through bad judgment in calling for a run from a hit straight to coverpoint.

A. S. Durrant then joined Poyer, and the hopes of the Brooklyn contingent rose as their two representatives slowly advanced the score. With the total at 36 succeeded in getting Durrant caught at the wicket. A. G. Laurie then joined Poyer, who had just reached double figures, but quickly lost his wicket with a "akier" to K. O. Hunfer at long off. C. P. Hunditch was let off in the slips on the first ball he got from Henley, but, then settled down and was getting set when he unfortunately played on a ball from Henley and retired with 12 to his credit, the telegraph showing 34-8-12.

C. A. Worm followed, and again runs came regularly until, with the score at 66, F. J. V. Hopley went on to bowl in place of Henley. His first over was fatal to Worm, who, in attempting to pull a short pitched ball, was caught by the wicket keeper well behind the wicket. An interval Of ten minutes was then taken while tea was served to the two teams at the ladies: clubhouse.

After the interval Poyer was bowled by McDonell after-playing a steady innings of 23. With 7 wickets down for 67, the adherents of the home team began to give up hope. H. C. Smart added 9 before he was bowled by McDonell, and M. R. Cobb, who had played a patient innings of 11, was caught and bowled by McDonell with the score at 85. F. F. Kelly then came in last man, but he falles to improve matters before getting leg before wicket to McDonell, and the innings was over with the score standing 50 runs short of th

MARTLEBONE C. C.

		b. Wor	m thal.	ъ.
	H. J. Wyld, b. Relly 2	c. Sma	rt, b. I	AU-
M	H. C. McDonell, b. Worm E. W. Mann, b. Cobb	b. Laur b. Wor	rditch.	2 b.
M		b. Laur	b. Cobb	áir.
M	F. A. H. Henley, b. Worm &	c. Du	rrant,	b. 2
Ñ	b. Cobb	Not out		P 4
M	By es, 8; leg byes, 2	Byes.2	leg bye	8. 3.
M	Total			14
M	BOWLING ANALTSIS-			
M	M. R. Cobb	Matdens.		WKIS
KKW	C. A. Worm	1	28	
M	SECOND IN	INOR.	•	
	Balla.	Maidens.		Wkts
	M. R. Cobb	4	62	
77	J. I. Poyer	0 2	25 31	
	METROPOLITAN	LEAGUE.		
2	E. H. L. Steinthal, c.	Second	innings	
	J. F. Curran, b. Henley. 4 Rt	Mann, b. I	McDone	II §

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Total		Tota	1	146
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. March 1987 1988 1988 1988 1988 1988 1988 1988		NINGS.	100	
M. R. Cobb	alls.	Maidens.	23	1
J. L. Poyer	40	0	62 25 31	8 2
METROPO		LEAGUE.		
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Henley. H. C. Smart, b. Henley. C. A. Worm, l. b. w., b.	0 b	McDonel McDonel	l:::::::	23
McDonell.	26 c.	Stow. b. 1	Hopley	6
C. P. Hurdich, I. b. w.	14 c.	Hunter, t	. McDot	ell. o
b. McDonell. M. R. Cobb, c. Godsell,	0 b.	Henley		12
b. Hunter	17 C.	and b. Mc Stow, b. 1		
Hunter. F. F. Kelly, b. McDon-	0 N	ot out		7
Byes, 4: leg byes, 2: no balls, 2.	B	b. w., b. M.	e Donell byes, 2	no
Total		Total		95
	12x. 1	laidens.	Kuns.	Wkis.

BECC ND INNINGS Marylebone...... 7 29 80 82 82 107 107 110 188 Met. League....... 9 25 86 57 54 68 6/ 79 95

BROOKLYN, YACHTS RACE. Twenty-one Compete for the Gravesend Bay Championship.

The largest fleet of the season sailed yesterday afternoon in the third race to count for the yachting championship of Gravesend Bay. The regatta, which was held under the auspices of the Brooklyn Yacht Club, brought to the starting line off Ulmer Park pier twentyone yachts that were divided into classes, N. P. Q. Q special and R R: The boats that finished first in these divisions were respectively S. E. Vernon's Vivian Ti. J. B. O'Donohue's Tobasco: Hendon Chubb's Cockatoo II., that had as one of her crew Mrs. Hendon Chubb: Richard Rummell's Careless, and the Beta, owned by Snedeker and Camp. Cor-rected times, however, which are not as yet known, may alter the position of several

of the yachts.

The regulation course of the Gravesend Bay Association was sailed by all the classes. The marks were rounded twice by all the classes giving the larger yachts a voyage of 10 nautical miles, while Class Q and under sailed 7.61 nautical miles. A strong south wind, that held steady throughout, sent the boats off on the first leg, which was a broad reach with spinnakers to port.

A misunderstanding among the owners of the Class P boats as to their starting signal caused some little trouble in that division. All of the owners understood the instructions with the exception of the Menton brothers, on the Anona. They started off on their journey with Class N, which was five minutes ahead of the other Class P yachts. As the mistake was quite natural the committee in charge decided that they would not disqualify the boat but deduct the five minutes from her finishing time. This gave the Anona second to J. B. O'Donohue's new N. Y. Y. C. 30-footer Tabasco. The summary:

	SLOOPS, CLASS N-START, 3:20-COURSE, 10 NAUTICAL
	Elapsed
	Yacht and Owner. Finish. Time
	Vivian II., S. E. Vernon
	Bobtail, E. F. Luckenback 4 38 52 1 18 52
	BLOOPS, CLASS P-START, 3:25-COURSE, 10 NAUTICAL
	MILES.
	Tehetee I P O'Denebus
	Tabasco, J. B. O'Donohue 48 06 1 18 06 Anona, Menton Bros. 41 25 1 21 25
	Lizana, D. S. Wylle
	Lizana, D. S. Wylle
	SLOOPS, CLASS Q-START, 8:25-COURSE, 7.62 NAU-
	TICAL MILES.
	Cockatoo II., H. Chubb 4 84 36 1 09 36
H	Quest, F. J. Havens
	Saetta, G. H. Church
	More Trou le. W. H. Childs 4 36 37 1 11 97
	Miss Judy, D. D. Allerton 4 87 87 1 12 87
	Yeemah, A. McKay
9	
ľ	SLOOPS, Q SPECIAL-START, 3:25-COURSE, 7.62 NAU-
ŀ	TICAL MILES.
ij	Careless, R. Rummell 42 13 1 17 13
	Spote, R. C. Velt
1	Wraith, C. Tompkins 444 14 1 19 14 Trouble, W. A. Barstow 45 00 1 20 00
ı	Janthe, H. H. Rojertson Did not finish.
1	Mary, Max Grundner. Withdrawn.
1	Mary, Max Grundner
1	TICAL MILES.
1	Beta Smaldhanand Cama

the fastest time of the day. Valencia was third and the Woodcliff crew fourth, a short distance behind.

third and the Woodcliff crew fourth, a short distance behind.

Junior Single Gig—Won by Joseph Thompson, Clifton Boat Club; J. D. V. Breen, Wyanoke Boat Club, second; W. T. De Witt, Hudson Boat Club, third. Time. 7 minutes 27 seconds.

Junior Four Oared Barge—Won by Hudson Boat Club, with Joseph Monahan, bow; George Kunz 2: K. A. Wetzler, 3: John J. Doyle, stroke, and J. T. Hopton, coxwaln: Metropolitan Rowing Club, with Edward Rink, bow; John Suiger, 2: Alfred Peeker, 3: Louis Ribas, stroke, and William H. Dunn, coxwaln: second; Valencia Boat Club, with Wm. Waring, bow; Henry Bodenhausen, 2: Frederick Herman, 3: Henry Ludke, stroke, and William L. Harroin, coxwaln, third; Woodcliffe Boat Club, with Robert Slebers, bow; Robert Kriger, 2: Meter Koop, 3: William Pollard, stroke, and Louis Perraud, coxswaln, fourth. Time, 5 minutes 48 seconds.

Junior Double Gig—Won by Clifton Boat Club, with A. Kleanc, bow, and Joseph Thompson, stroke; Dauhiless Boat Club, Robert H. Krapf; bow, and George S. Wooley, stroke, second; Atlantic Boat Club, with Edward Badenhausen, bow, and Edward Blum, stroke, chird; Hudson Boat Club, with William Wade, bow, and Frank Mailander, stroke, fourth. Time, 6 minutes 23 seconds.

Senior Four Oared Barge—Won by Active Boat Club, with Frederick Kohler, bow; Andrew Kohler, 2: John Schmidtz, 3: Bernard Koehler, stroke, and George Hitchocok, coxswaln; Hudson Boat Club, with Hoseph Monohan, bow; George Kunz, 2: K. A. Wetzler, 3; John J. Doyle, stroke, and J. Thopton, coxswaln, second. Time, 6 minutes and 32 seconds.

Junior Four Oared Gig—Won by Metropolitan Rowing Club, with Edward Rink bow. John Suizer No. 2: Andrew Pecker No. 8, Louis Ribas stroke and William H. Dunn, coxswaln; Daunidess Boat Club, with John Pairick bow. P. Fed; Ruline No. 2, Henry Barih No. 3, Henry Krupp stroke and J. Edgertown coxswaln, second, Institute Boat Club, with John Pairick bow. P. Fed; Ruline Rowing Club, with John Pairick bow. P. Fed; Ruline Rowing Club, with John Pairick bow. P. Fed; Ruline Rowing Club, with John

Knickerbocker Yachts Rendezvous for Cruise.

The fleet of the Knickerbooker Yacht Club started yesterday on its annual cruise. The squadron, by order of Commodore Walter B. Beam of the flagship Paiute, gathered a Sea Cliff, and in the evening the yachtamen met and settled some minor details of th daily runs. To-day the yachts will proceed informally to Norwalk, and early to-morrow morning the first race of the cruise will be started. The run will be to the Thimble started. The run will be to the Inimble Islands. The yachts will remain there until Wednesday morning and then run to New London, and on Thursday the run will be to Shelter Island, where the fleet will disband. Some of the yachts will then go on to Block Island and Newport.

West Indians Win Only Cricket Match a Prospect Park.

At Prospect Park yesterday one cricket match was brought off. The West Indians gained an easy victory over a combined eleven of members of the Orientals and World Cricket club by 53 runs. T. Cobb with 26, did the best batting for the winning team, while F. Hinds and J. Griffiths with 20 each. G. McDermon with 15 and H. S. Alexander with 10, also played well. Top score of the game was made by J. Hollingsworth of the Orientals and World team, with 34. The totals were: Orientals and World A 71; West Indians, 124.

Nettie Direct, driven by Wilson Reid, her owner, was defeated yesterday in a five heat race at the Parkway Driving Club matinée by William M. Haisted's Monday Wilkes. The summaries: Time, 2:2114. 2:2114. 2:2314. Class B, pacing: londay wikea, blk. g. (Mr. William M.

Nettle Direct Defeated at Parkway.

... 4 8 4 8 

VANDERBILT GETS HYDE CUP. Bay Shore Horse Show Comes to an End With Big Classes.

With Big Classes.

BAT SEORE, Aug. 5.—The three day meeting of the Bay Shore Horse Show Association came to an end this afternoon with the oup and championship, classes. The show was successful from every point of view, but there was just one little ripple of discontent to-day to mar the perfect peace. That was as a result of the competition for the Hyde cup for four-in-hands in a road contest. The teams had to cover a course of about seven miles from the Sauth Side Sportsmen's Club under 50 minutes, the condition of the horses under 50 minutes, the condition of the horses at the finish as well as their roading qualities to be considered. In this event Airred G. Vanderbitt and J. Campbell Thompson had teams entered. Thompson covered the course in somewhat better time than his rival and

in somewhat better time than his rival and was in the ring three minutes before him. Apparently this means little or nothing, because the judges awarded the cup to Mr. Vanderbilt. There were musinurs of discontent from the stands, and Mr. Thompson himself became very wroth.

Edwar Kunering by m. Klasing, had rather an easy time in the championship class, winning easily in the division for horses over 15.1 hands in height. Klasing also won the Bourne cup for harness horses, and as Mr. Knielim won the cup last year it became his personat property. Knielim won the cup last year it became his personal property.

Joseph Larocque's bay gelding Somerest won in the championship class for saddle horses, with Mrs. J. B. M. Grosvenor's ch. m. Cori ne the reserve.

Ebe. D. Jordan's pair Hildred and Plymouth Campion won the special cup for harness parrs, amateurs to drive.

The concluding classes were decided as follows:

follows:

Class 34—Ponies under saddle; not exceeding 14.1 hands: first prize, \$35; second prize, \$45; third prize, \$5.—Won, by Mrs. J. R. M. Grosvenor's gr. g. Honest John: E. D. Jordan's b. g. Domino, second: R. F. Carman, Jr.'s, sk Checkers, Sk. w. third; Mrs. John Gerken's b. m. Towthorpe Queen, fourth. Class 38—Jumpers; perform ance over six Jumps at 5 feet; minimum weight, 140 pounds.—Won by Westchester Farm's b. g. Red Raven, Alian Pinkerton's gr. m. Highball, second; Westchester Farm's ch. g. Buck, third; Westchester Farm's ro. g. Jack Frost, fourth

erton's gr. m. Highball, second; Westchester Farm's chr. g. Huck, third; Westchester Farm's ro. g. Jack Frost, fourth octaged in g. 15.2 hands; winner of Class 14.2 and not exceeding 15.2 hands; winner of Class 14.2 and not exceeding 15.2 hands; winner of Class 14.2 and not exceeding 15.2 hands; winner of Class 14.2 hands - Won by Charles F. Hubbs's ch. g. Dande ilon; Mrs. Charles F. Hubbs's br. g. Oakdale, second. Class 41.—Malden saddle horses; horses over 14.1 hands.—Won by C. W. Watson's br. g. Mastor; Miss Vera Morris's ch. g. Rex, second; Charles Halloway's gr. g. Grey Eagle, third; J. F. Gibson's ch. m. Mabel V., fourth.
Class 4.—Harness horses; for the best gig horse, 15 hands or over; horses to be driven by their owners to gigs; open to amateurs only; the cup to be won by the same owners and the same horse two years in auccession before becoming the property of the exhibitor; won in 1806 by Edward Knierim's Kissing; for the Bourna cup, value \$250.—Won by Edward Knierim's b. m. Kissing.

Class 9.—Pairs of harness horses, over 14.1 and not exceeding 16 hands—Won by E. D. Jordan's ch. m. Kitty Gray and ch. m. Norina; Mrs. J. B. M. Grosvenor's ch. g. Fascination and ch. g. Elevation, second; C. W. Watson's ch. m. Sue Kearsley and ch. m. Mazle disqualified; Mazle lame.

Class 37.—Hunters; suitable for ladies' hunters; performance over six jumps, four feet—Won by Westchester Farm's r. g. Jack Frost; Westchester Farm's ch. g. Ruck, third; Allan Pinkerton's gr. m. Highball, fourth.

Class 16—Horses not over 15 hands; owners to

Farm's b. g. Red Reven, second: westenester Farm's ch. g. Buck, third; Alian Pinkerton's gr. m. Highball, fourth.
Class 16—Horses not over 15 hands; owners to drive; professional drivers and dealers barred; the cup to be won twice by the same exhibitor before becoming his property; prize, cup value 3250—Won by Herbert L. Pratt's b. m. Lady Bocene and b. m. Lady Barbara. Walkover.
Class 26—Ponles in harness, under 13 hands; suitable for children and driven by a child under 15 years of age—Won by E. D. Jordan's br. m. Lady Eccles (Howard Winterbottom); Mrs. J. B. M. Grosvenor's br. g. Masterplece, second; Mrs. J. B. M. Grosvenor's gr. g. Honest John, third; Miss Mildred Burgess's ch. m. Dotty, fourth.
Glass 33—Saddle horses, champlon class; first prize, \$100 second prize, reserve ribbon; open only to horses having taken a first prize in the saddle horse classes at this or any other recognized horse show—Won by Joseph Lavocque, Jr.'s, b. g. Somerset, Mrs. J. H. M. Grosvenor's ch. m. Corline, yserve.

sety. Mrs. J. B. M. Grosvenor's on. m. Corinne, y serve.

Class 19—The Hyde cup, offered by James H. Hyde for four-in-hands; road team, the wheelers not to be under 15.2½ hands; to be driven by amasengers; the coaches to start from the entrance gate of the South Side Sportaman's Club, seven miles distant, and to finish within fifty minutes; teams to be judged on their road qualities and the coadition in which they arrive at the grounds; cup to become the property of the twice winner—Won by Oakland Farm's (A. G. Vanderbilt) gray geldings Vanity and Pilot, leaders, and Vallant and Fortsmulth-alean swapp wheelers. J. Campbell Thompson's four, second.

Vanity and Pilot, leaders, and Valiant and Portsmouth, clean awang wheelers; J. Campbell Thompson's four, second.

Class 8—Pairs of harness horses; amateurs to drive; to be won by the same owner three times before it becomes his property; cup, value \$600— Won by E. D. Jordan's ch. m. Hildred and ch. g. Plymouth Champlon; Oakland Karm's b. g. Full Dress and b. m. Polly Prim. accord.

Class 29—Jampera; cross-country Jump; to consist of post and rail fence, stone wall, hedge, board fence, water Jump and a pigpen; Jumps not to exceed 4 feet 6 inches in height; amateurs to ride— Won by Westchester Farm's r. g. Jack Frost; Westchester Farm's ch. g. Omsrios, accord; Westchester Farm's ch. g. Gusrios, accord; Westchester Farm's ch. g. Fulck, third; Westchester Farm's ch. g. Green by E. D. Jordan's ch. m. Class 6—Harness horses, over 15 and not exceeding 15.2 hands—Won by E. D. Jordan's ch. m. Hildred; Mrs. J. B. M. Grosvenor; br. m. Laughing Water, accond; Jay F. Cartisle's ch. m. Eloquence, third; E. D. Jordan's ch. m. Loadamia, fourth.

Class 1—Trotters; coits or filles not over 8 years old, suitable for light harness; to be shown in hand or by the side of a saddle horse—Won by Edward R. Ladew's b. s. Ignore, second; Edward R. Ladew's b. s. Ignore, second; Edward R. Ladew's b. s. Ignore, second; Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of henor; Mrs. Edward R. Ladew's b. f. Mail of

CANADA, CUP . RACES.

International Yachting Event to Begin This Week at Charlotte. The second international vachting even of the year will be sailed on Lake Ontario this

week. Canadian yachtsmen will try to capture the Canada cup, now held by the Rochester Yacht Club, and the first race of the series will be sailed off Charlotte next Saturday. This cup, strange to say, has never been successfully defended, and if the precedents established are to be followed it will go across the border again and be held there subject to a challenge from some Ameri-This trophy is the most important that is

raced for on the Great Lakes, and it stands on those waters for what the America's Cup does here and is emblematic of the cham-pionship. While it is always raced for by Canadian and American yachtsmen it has a still larger international character, because usually the Canadians have got designs from British naval architects and the American yachtsmen of the Lakes have had their boats built in the East and then taken to the Lakes.

This year the fight will be between a defender designed by C. F. Herreshoff, a nephew of Nat Herreshoff of Bristol fame, and William Fife, who designed the Shamrocks I. and III., and who is coming here to help by his advice to capture the cap for the Canadians. The cup was first raced for in 1896. A trophy was then offered by the Chicago Yacht Club

for a race with a Canadian yacht. The Chi-cago yachtemen had the Vencedor built, and the Canadians had the Canada, a Fife boat. The races were sailed off Toledo, and the Canada won. The owners of that yacht at once decided that the cup should be held as a perpetual challenge trophy and named it the Canada oup, after the boat that first won it and the country it represented. It was raced for again in 1899. The Chicago Yacht Club challenged, and the Genesee of the Rochester Yacht Club was named as its repre-sentative. The Canadians accepted the challenge and sent the Beaver to defend the trophy. The races were sailed off Toronto and the Genesee was successful in a close series of races. In 1901 the third series of races was sailed.

in 1901 the third reries of races was sailed. This time the Invader was the challenging boat and the Cadillac of Detroit was chosen as the defender. These races were sailed off Chicago and the Canadians won, taking the cup back again across the border. The last series of races was sailed in 1903, the Strathcona representing the defenders and the irondequoit the challengers. The Strathcona had won two races and seemed to have the cup safe when Addison G. Hanan was induced to take charge of the irondequoit. He handled the boat so cleverly that the challenger: won the next three racer, and the cup went to the Rochester Yacht Club. Up to that, time boats we feet on the water line had been selected to race for the Canada cup, but this year at a conference between the Canadian and Bochester yachtsmen it was agreed that a challenge snould be accepted for 30 footers, and each side at once made preparations for the races by having three boats built.

boats built.

As the winner of the trophy in the last series, the Irondequoit, was designed by William Gardner, it was only natural that the defenders should turn to him for a boat to keep the cup in these waters, and Mr. Gardner designed the Rochester for Thomas P. Pritchard of Rochester. This boat was built by William Miller, who has a yard hear Charlotte, and her dimensions are 5s feet over all.

NEFARIOUS BUCKETSHOPS SPECULATORS BUREAU,

PINANCIAL

Every speculator and investor owes it to himself to read our letter of August 1st exposing the bucketshop gaing, that even sries to upset the plans of
the system.

Bead it in this Sunday's moraing Herald or Tribune and judge for yourself whether you would
not do better by joining our subscribers. FOR 2 WEEKS WE FAIRLY BEGGED OUR SUBSCRIBERS

SMELTERS AT 116, AND UNDER-SMELTERS AT 116, AND UNDER-LINED IT 6 TIMES.
D. L. & W. AT 388; WE PROM-ISED \$5,000 PROFIT ON 100 SHARES.
WHO ELSE MADE IT?
ALTON AT 35; WE ADVISED BUY: PRESSED STEEL CAR AT 39; WE SAID BUY IT AND HOLD FOR 60. 70, YES, 80. UNION PACIFIC AT 127: WE SAID

GOOD FOR 145 BEFORE AUGUST 24. Our daily letters cost only \$15 per month payable in advance. Telegraph advices 30 a month. Make all remittances to Carsten Boe, Treasurer. Cash letters should be registered. "TWO BIG MOVES NEXT TUESDAY."

SPECULATORS' BUREAU, AT TRINITY PLACE, NEW YORK.

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\$5.00 Underwriters' Frice. 3.90 My Price.

\$1.10 Your Profit (My Client's Lossi)

Only a few Canadian Marconi shares left to \$3.90 Going rapidly. You will never get them

again at that price. Better order at once.

Here is one of those rare opportunities that comes only once in a lifetime. These Marconi shares will be worth a fortune in a few years. I remember when Gen eral Electric stock sold at \$12. It's nearly \$200 now. Thousands of Marconi shares are sold every day at \$5.00.
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AMERICAN NICKEL stock has an intrinsic value of \$250 a share. It is getting active on the Curb Market and is going up to \$60. Valuable

information mailed free. Frank Pooton, Stock Broker, 66 Broadway. WANTED—Old railroad and other securities which have been wheel out by reorganizations or otherwise; a valuable book on this subject will be presented to any banker or lawyer on receipt of thirty-six cents, stamps, to cover postage.

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BOUGHT AND SOLD. GIROUX CONSOLIDATED MINES CO.

D. K. VALENTINE,

DIVIDENDS AND INTEREST,

ST. LOUIS AND SAN FRANCISCO RAILPOAD
COMPANY
SI. Louis, Mo., July 31st, 1908.
The Executive Committee of the St. Louis and
San Francisco Baliroad Company has decigred
a dividend of one per cent. (No. 25) on the Second
Preferred Stock of this Company, payable September 181, 1906, to block holders of record on August
17th, 1906. 7th, 1906.

Transfer books will close on August 17th, 1905, at
-P. M. and will respen on Sept. 2nd. 1905, at
0 A. M.
Checks will be mailed by The New York Trust Company. FRANK H. HAMILTON, Secretary & Treasurer. BOND & MORTGAGE GUARANTEE CO. 175 Remsen St., Brooklyn, N.Y., July 10, 1905.

A QUARTERLY DIVIDEND OF TWO AND ONE HALF PER CENT, has this day been declared by the Board of Directors, payable August 15th, 1905, to the stockholders of record on the closing of Transfer Books at 3 P. M. on August 16th. The books will be opened at 10 A. M. on August 15th. MARTIN WELLES, Treasurer.

UNITED STATES CAST IRONPIPE & FOUNDRY CO.

A quarterly dividend of 14% on the preferred
stock of tals Company, payable September 1st,
1905, has been declared to stockholders of record
August 11th.

Transfer books close August 11th and reopen
September 1st. tember 1st.
B. F. HAUGHTON, Secretary & Treasurer.

> INSTRUCTIONS. Schools for Physical Culture.

SWIMMING SCIENTIFICALLY TAUGHT. PROF. DALTON, 23 W. 44th; Battery Baths.

FURNISHED ROOMS TO LET. Brooklyn. SHEEPSHEAD BAY—Cool rooms during August; every convenience; five minutes to Manhattan or Brighton Beach. Apply KENMORE, East 21st st., near Jerome av.

Other advertisements under these classifications will be found in Second and Third Sections.

30 feet on the water line, 10.7 feet beam and 7 feet draft. Frank T. Christie of the Rochester club went to C. F. Herreshoff for a boat. It was built at Lawley's Boston yard and has been named Iroquois. This boat is \$2 feet over all, 30 feet on the water line, 10.5 feet beam and 7 feet draft. The third defender, named Kee Lox II., was built by C. J. and W. P. Pembroke for themselves and from their own designs. She is \$5 feet over all, 30 feet on the water line, 10 feet beam and 7 feet draft.

A series of trial races has just been concluded, and from the start the Kee Lox II. was outclassed, but the races between the Iroquois and the Rochester were very close, and the committee had, a hard task selecting the bester boat. They finally picked the Iroquois, and selected Lorenzo G. Mabbett, the fleet captain of the Rochester c ub, to sail her.

The Iroquois is a good all-round craft. Her forward overhang is 10 feet and after overhang 12 feet. Her extreme beam is 10 feet 6 inches and at the water line it is 19 feet. She carries 5 tons of ballast and spreads 1,550 square feet of canvas. The mainsail hoist is 29 feet 6 inches, boom 37 feet 6 inches, bowsprit outboard 7 feet 4 inches, gaff 24 feet 6 inches, spinhaker boom 23 feet 6 inches, bowsprit outboard 7 feet 4 inches, gaff 24 feet 6 inches, spinhaker boom 23 feet 6 inches, bowsprit outboard 7 feet 1 inches, gaff 124 feet 6 inches, spinhaker boom 23 feet 6 inches, bowsprit outboard 7 feet 1 inches, gaff 124 feet 6 inches, spinhaker boom 23 feet 6 inches, bowsprit outboard 7 feet 1 inches, gaff 124 feet 6 inches, bowsprit outboard 8 feet and 18 feet and the 18 halyard block is 33 feet above the deck.

Of the Canadian boats the Temeraire was built from designs by William Fife for Frederick Nicholas, the Zoraya from designs by Alfred Mylne for James Worts and the Naniwa had in sections to this side and built again. The Temeraire is 50 feet over all, 30 feet on the water line, 10.1 feet beam and 7 feet draft. The Zoraya has a high narrow sail plan compared with the Tem